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INTERNATIONAL AVIATION TOURNAMENT

BELMONT PARK

OCTOBER 22ND TO 30TH

1.30 P. M. DAILY

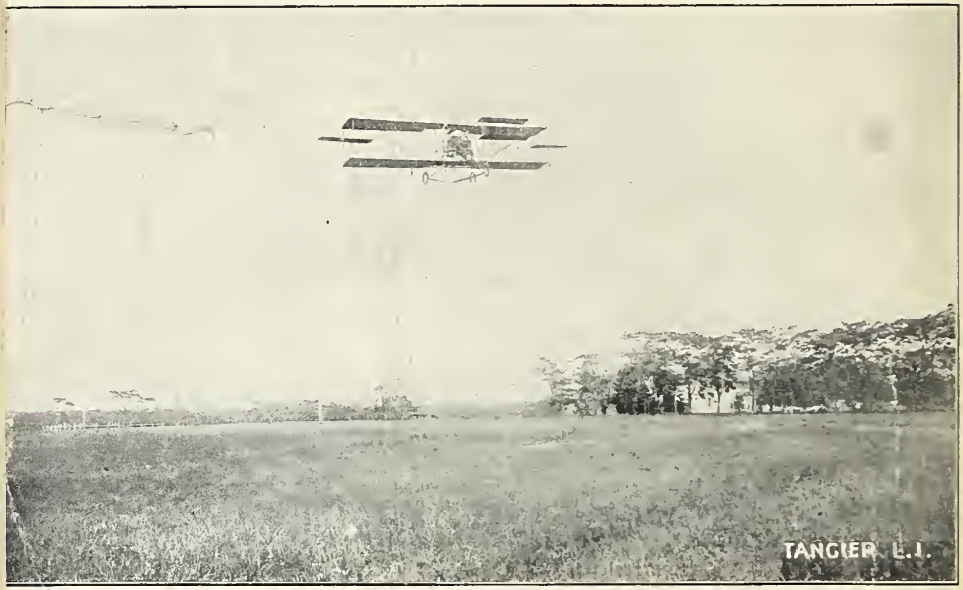
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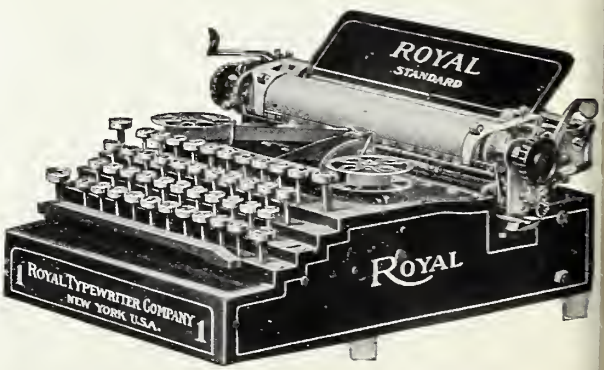
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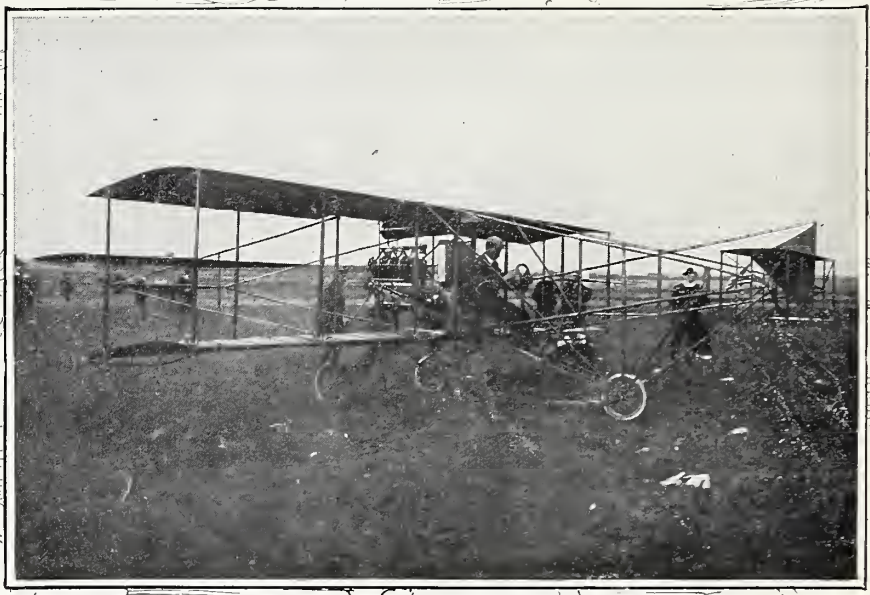
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of the

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OCTOBER 22 TO 30
1910

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OFFICIAL PROGRAMME

ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

Saturday, October 22d

1:30 P.M.—2:30 P.M. Hourly Distance
1:30 P.M.—2:30 P.M. Hourly Altitude
2:45 P.M.—3:45 P.M. Hourly Distance
2:45 P.M.—3:45 P.M. Hourly Altitude
4:00 P.M. Grand Altitude
4:00 P.M. Cross Country

Daily totalization of duration; totalization of duration and distance, First Day; and the fastest flight, 10 kilometers.



WRIGHT BIPLANE

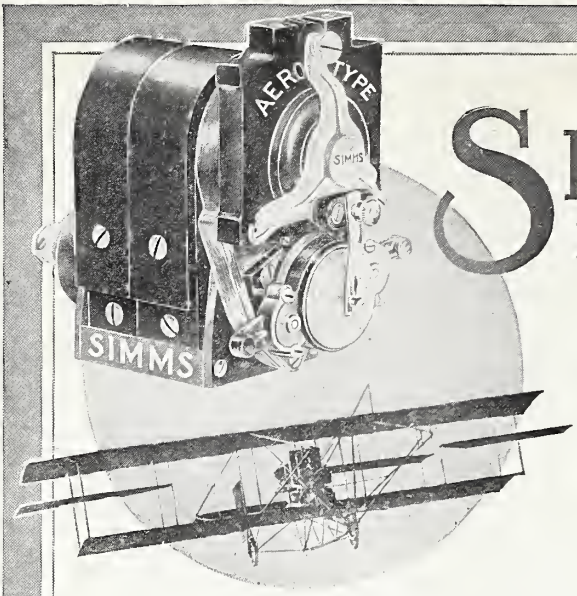
SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

1	March from "Aida"	*Verdi*
2	Overture—Rienzi	*Wagner*
3	Intermezzo—"On the Bosphorus"	*Lincke*
4	Fantasia—"Carmen"	*Bizet*
5	Waltz—Indigo	*Strauss*
6	Selection from "Madame Sherry"	*Hoschna*
7	Scarf Dance	*Chaminade*
8	Characteristic Grizzly Bear	*Botsford*
9	Sextette—"Lucia"	*Donizetti*
10	Medley Populaire—Remick Hits	*Lampe*
11	Song—My Hero	*Straus*
12	March—Shaky Eyes	*Armstrong*



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OFFICIAL PROGRAMME

ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

Sunday, October 23d

1:30 P.M.—2:30 P.M. Hourly Distance
1:30 P.M.—2:30 P.M. Hourly Altitude
2:45 P.M.—3:45 P.M. Hourly Distance
2:45 P.M.—3:45 P.M. Hourly Altitude
4:00 P.M. Grand Speed, First Day
4:00 P.M. Grand Altitude

Daily totalization of duration; totalization of duration and distance, Second Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.



CURTISS BIPLANE

SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

1 March—Coronation . . *Meyerbeer*
2 Overture—Jubel *Weber*
3 Serenade—Salut d' Amone . *Elgar*
4 Valse Lente from "Coppelia" *Delibes*
5 Selection from "The Dollar Princess" *Fall*
6 Novelette—Indian Summer *Moret*
7 Song—For All Eternity . *Mascheroni*
8 Fantastic—"Faust" . . . *Gounod*
9 Patrol—Siamese . . . *Lincke*
10 Selection—Sunny South . *Lampe*
11 Entre Acte—"M'lle. Modiste" / Oriental Dance—"Wonderland" *Herbert*
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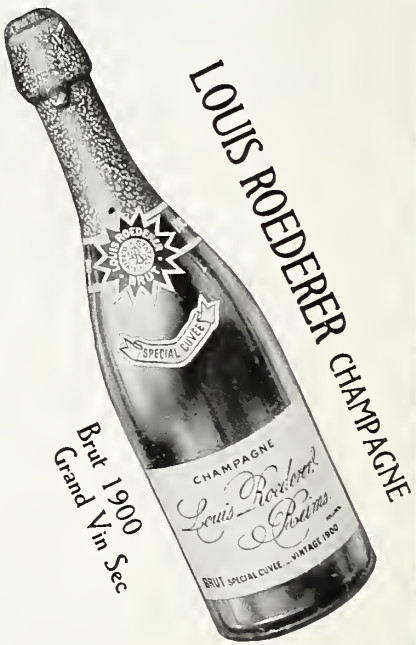
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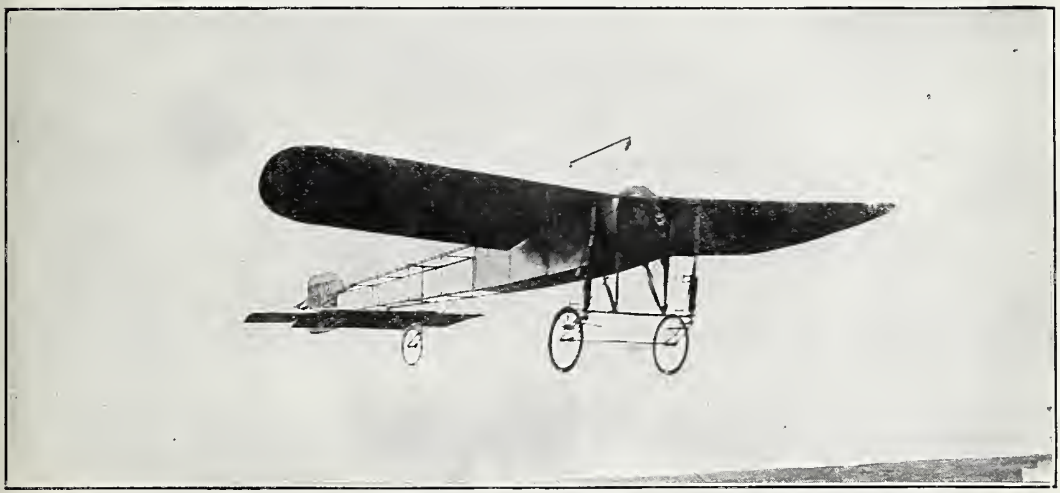
(Under the regulations of the International Aeronautical Federation)

Monday, October 24th

1:30 P.M.—2:30 P.M. Hourly Distance
1:30 P.M.—2:30 P.M. Hourly Altitude
2:45 P.M.—3:45 P.M. Hourly Distance
2:45 P.M.—3:45 P.M. Hourly Altitude
4:00 P.M. Grand Speed, Second Day.
4:00 P.M. Grand Altitude

Daily totalization of duration; totalization of duration and distance, Third Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.

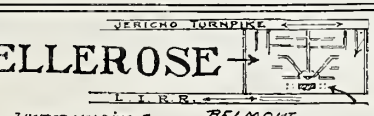


BLERIOT MONOPLANE

SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

1 March—National Emblem . *Bailey*
2 Overture—Phedre . . *Massenet*
3 Waltz—Songe d' Autumn . *Joyce*
4 Selection—"Little Nemo" *Herbert*
5 Serenade—Amena . . . *Lincke*
6 Intermezzo from "Pagliacci" *Leoncavallo*
7 Fantasia—Reminiscences of Ireland *Godfrey*
8 Patrol—Kismet . . . *Tobani*
9 Medley Selection—The King *Hare*
10 Melody in F *Rubinstein*
11 Entre Acte—Love Dance . *Hoschna*
12 Polonaise—Militaire . . *Chopin*



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(Under the regulations of the International Aeronautical Federation)

Tuesday, October 25th

1:30 P.M.—2:30 P.M. Hourly Distance
1:30 P.M.—2:30 P.M. Hourly Altitude
2:45 P.M.—3:45 P.M. Hourly Distance
2:45 P.M.—3:45 P.M. Hourly Altitude
4:00 P.M. Grand Altitude
4:00 P.M. Cross Country

Daily totalization of duration; totalization of duration and distance, Fourth Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.



ANTOINETTE MONOPLANE

SEVENTH REGIMENT BAND

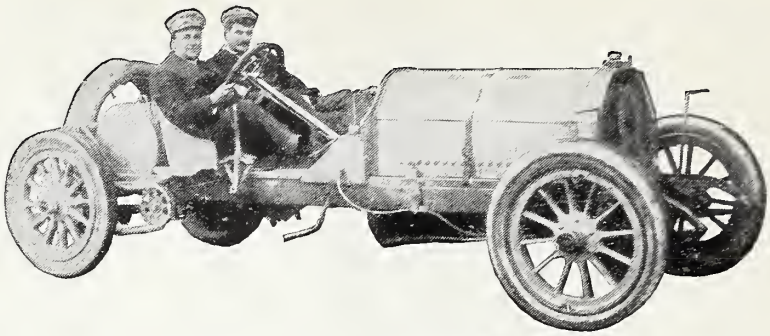
GEORGE L. HUMPHREY, *Conductor*

1 March—"Tannhauser" . *Wagner*
2 Overture—Ruy Blas . . . *Mendelssohn*
3 Waltz—Doctrinen . . . *Strauss*
4 Selection from "The Chocolate Soldier" *Straus*
5 Morceau—Pan American . *Herbert*
6 Romance—Simple Aveu . . *Thonne*
7 Fantasia—"Aida" . . . *Verdi*
8 Song—Any Little Girl . . *Pally*
9 Romance—Hungarian . . *Bendix*
10 Excerpts from "The Arcadians" *Caryl*
11 Intermezzo from "Naila" . *Delibes*
12 Characteristic—That Beautiful Rag *Snyder*

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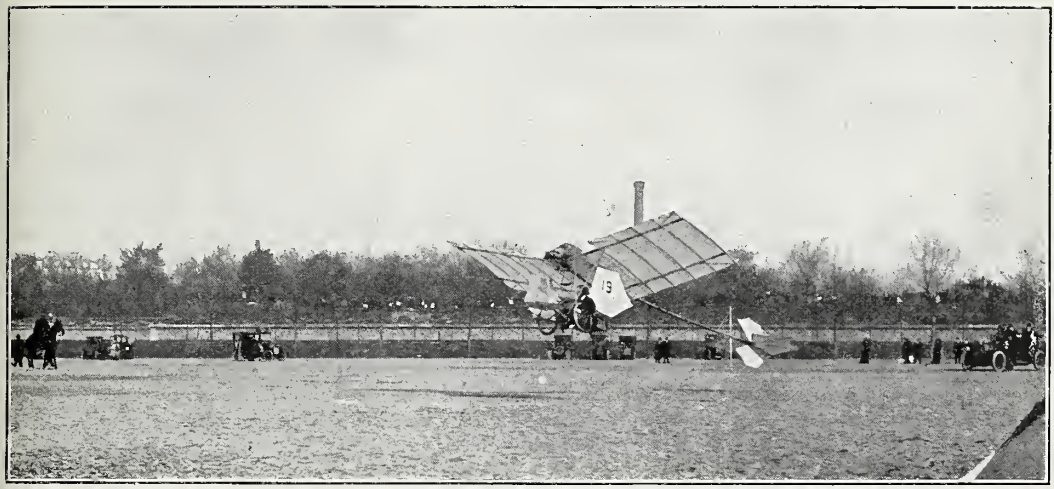
OFFICIAL PROGRAMME

ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

Wednesday, October 26th

1:30 P.M. Gordon-Bennett Elimination
1:30 P.M. Michelin Cup and Scientific American Trophy
4:00 P.M. Grand Altitude
4:00 P.M. Cross Country



DEMOISELLE

SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

1	March—Scenes Pittoresque	*Massenet*
2	Overture—Semiramide	*Rossini*
3	Serenade—Love in Idleness	*Macbeth*
4	Selection—"The Old Town"	*Luders*
5	Waltz—Amoretten Tanz	*Gung'l*
6	Idyl—Softly Unawares	*Lincke*
7	Fantasia—American	*Bendix*
8	Song—Time, Place, Girl	*Henry*
9	Excerpts from "The Prima Donna"	*Herbert*
10	Dance—La Cinquataine	*Marie*
11	Elsa's Bridal Procession from "Lohengrin"	*Wagner*
12	March—Blaze of Glory	*Holzman*



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OFFICIAL PROGRAMME

ORDER OF EVENTS

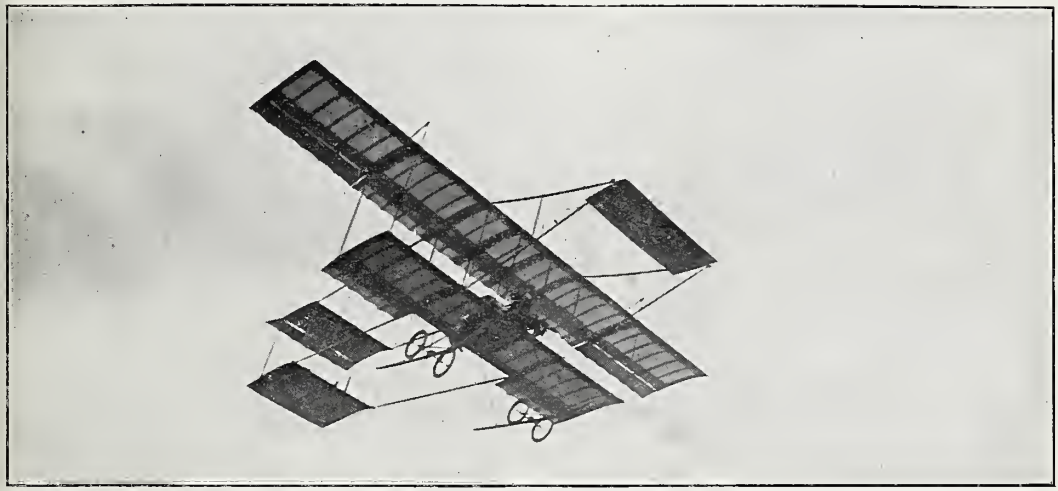
(Under the regulations of the International Aeronautical Federation)

Thursday, October 27th

1:30 P.M.—2:30 P.M. Hourly Distance
1:30 P.M.—2:30 P.M. Hourly Altitude
4:00 P.M.—Grand Altitude
2:45 P.M.—5:30 P.M. Statue of Liberty Flight

Daily totalization of duration; totalization of duration and distance, Fifth day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.



FARMAN BIPLANE

SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

1 March—Universal Peace . *Lampe*
2 Overture—"Der Freyschuetz" *Weber*
3 Waltz—Die Hydropaten . *Gung'l*
4 Selection—"Three Twins" . *Hoschna*
5 Intermezzo—Al Fresco . . *Herbert*
6 Hungarian Dances . . . *Michel*
7 American Sketch—Down South *Myddleton*
8 Fantasia—"Romeo and Juliet" *Gounod*
9 Song from "Miss Gibbs" . *Monckton*
10 Polonaise—Mignon . . . *Thomas*
11 Medley Populaire . . . *Snyder*
12 March—If You Alone Were Mine *Scott*

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OFFICIAL PROGRAMME

ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

Friday, October 28th

1:30 P.M.—2:30 P.M. Hourly Distance
1:30 P.M.—2:30 P.M. Hourly Altitude
2:45 P.M.—3:45 P.M. Hourly Distance
2:45 P.M.—3:45 P.M. Hourly Altitude
4:00 P.M. Cross Country, Passenger Carrying
4:00 P.M. Grand Altitude

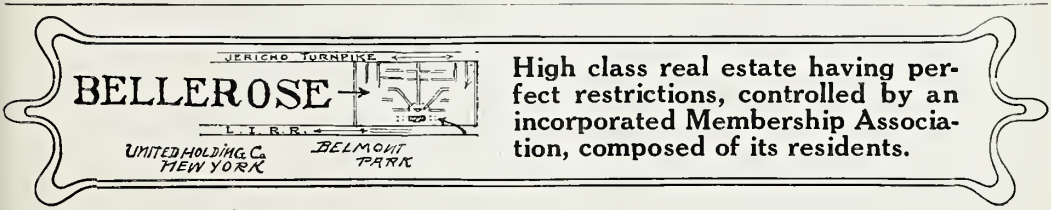
Daily totalization of duration; totalization of duration and distance, Sixth Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.

SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

1	March—Coronation	*Kretschmer*
2	Overture—Rosamunde	*Schubert*
3	Spanish Dance—La Gragiosa	*Nehl*
4	Selection—"Algeria"	*Herbert*
5	Serenade—Spring Morning	*Lacombe*
6	Fantasia—Reminiscences of Scotland	*Godfrey*
7	Entre Acte—La Lettre de Manon	*Gillet*
8	Patrol—American	*Meacham*
9	Medley Populaire	*Harris*
10	Entre Acte from "Nordland"	*Herbert*
11	Excerpts from "La Boheme"	*Puccini*
12	Ballet Music from "Feramors"	*Rubinstein*



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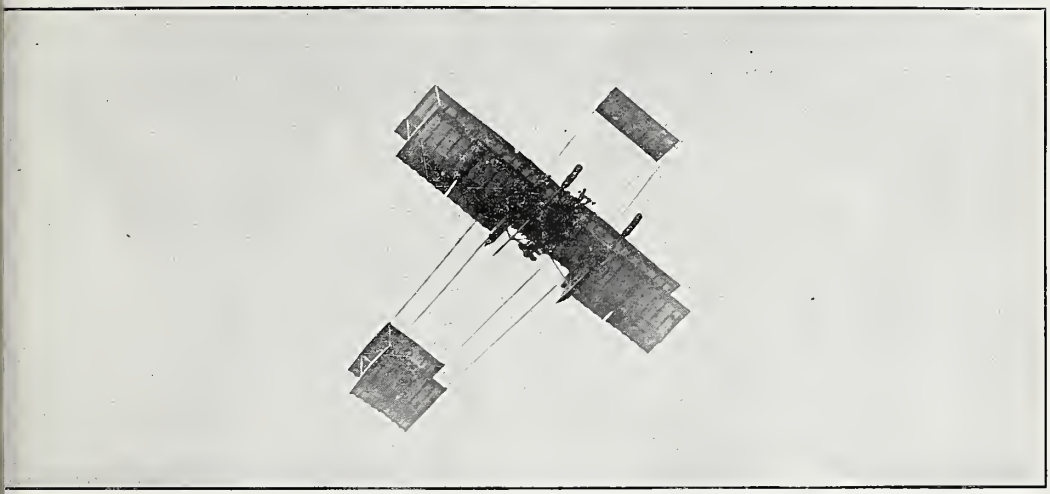
OFFICIAL PROGRAMME

ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

Saturday, October 29th

8:30 A.M. Gordon-Bennett International
8:30 A.M. Michelin Cup
8:30 A.M. Scientific American Trophy
4:00 P.M. Grand Altitude



FARMAN BIPLANE

SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

1	March—Gray Jackets	*Neyer*
2	Overture—"Merry Wives of Windsor"	*Nicolai*
3	Waltz—A Toi	*Waldtenfel*
4	Medley Populaire—Amina	*Stern*
5	Spanish Dances	*Moszkowski*
6	Suite from "Peer Gynt"	*Grieg*
7	Pilgrim's Chorus and Evening Star from "Tannhauser"	*Wagner*
8	Caprice—The Whistler and His Dog	*Pryor*
9	Fantasia—"Faust"	*Gounod*
10	Characteristic—Dutch Kiddies	*Frinkhaus*
11	Selection—"Madame Butterfly"	*Puccini*
12	Melodies—Popular	*Shapiro*

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OFFICIAL PROGRAMME

ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

Sunday, October 30th

11:00 A.M.—12:00 M. Hourly Distance
11:00 A.M.—12:00 M. Hourly Altitude
1:30 P.M.— 2:30 P.M. Passenger Carrying
3:00 P.M.—Cross Country
4:00 P.M.—Grand Speed, Third Day
4:00 P.M.—Grand Altitude
Michelin Cup and Scientific American Trophy

Daily totalization of duration; totalization of duration and distance, Seventh Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.

SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

1 March—Pomp and Circumstance *Elgar*
2 Overture—The Magic Flute *Mozart*
3 Valse du Ballet—La Belle Au Bois Dormant . . *Tschaikowsky*
4 Selection—"The Chocolate Soldier" *Straus*
5 Entre Acte—La Mariposa *Diaz*
6 Melodies from "Madame Sherry" *Hoschna*
7 Berceuse de Jocelyn *Godard*
8 Excerpts from "Cavalleria Rusticana" *Mascagni*
9 March of The Toys from "Babes of Toyland" . . *Herbert*
10 Minuet and Barcarolle from Contes d' Hoffman . . *Offenbach*
11 Fantasia—"Lohengrin" *Wagner*
12 Ballet Music from "Faust" *Gounod*



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METHOD OF ANNOUNCING PROGRESS AND RESULTS OF EVENTS

EXPLANATION OF CODES AND SIGNALS

The progress and results of events on the daily program will be announced on the display board opposite the Grand Stand. This board is divided in two parts by a broad, white, vertical line, six inches in width. The part of the board to the left of this line will be used for indicating the progress and results of the hourly distance, the hourly altitude, the cross country, the passenger carrying and the cross country passenger carrying events. The part of the board to the right of this line will be used to indicate the progress and results of the Gordon-Bennett cup, the Gordon-Bennett elimination, the grand speed, and the kilometer straight-away events.

It is to be observed that all events, except the Gordon-Bennett elimination, the Gordon-Bennett cup and the cross country events will be on the 2,500 meter course and the first two mentioned will take place on the 5,000 meter course.

In order to indicate the progress and results of the various events a code of letters, numbers and forms will be used: The forms to indicate events; the letters for general code use and the numbers to identify aviators and to give time in hours, minutes, seconds and fifths, and altitudes. With regard to altitudes it is to be specially noted that all numbers shown on the board must be multiplied by ten to give the altitude in feet. Each column is read from the top vertically downward.

As soon as an aviator crosses the starting line in full flight his number will be put up in its proper place on the board under the event in which he is competing.

The following examples will indicate the use of the board and the code. In figure 1 the red pennant indicates that flying is in progress. The letters AB signify that the letters KO are taken from the general code. Turning to the general code, KO indicates a wind from 10 to 15 miles per hour. The form displayed in the next column shows that an hourly distance event is in progress. Referring to the general code the letters BC and CD mean aviator's number and number of laps, the display signifying that aviator No. 4 has made 7 laps on the 2,500 meter course; aviator No. 6, 6 laps; aviator No. 9, 3 laps and aviator No. 2 has crossed the starting line but has

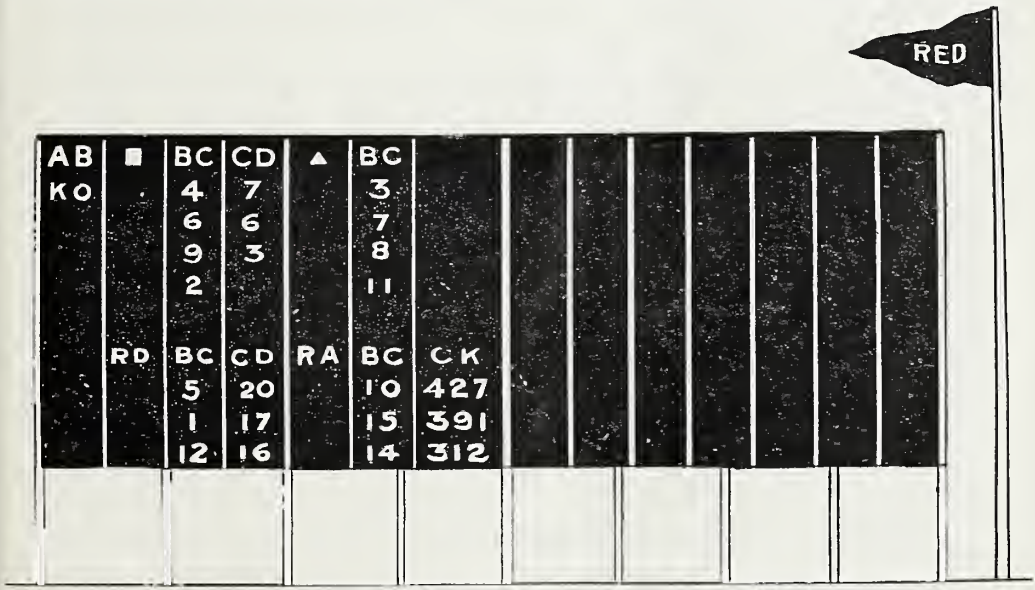


FIG. 1

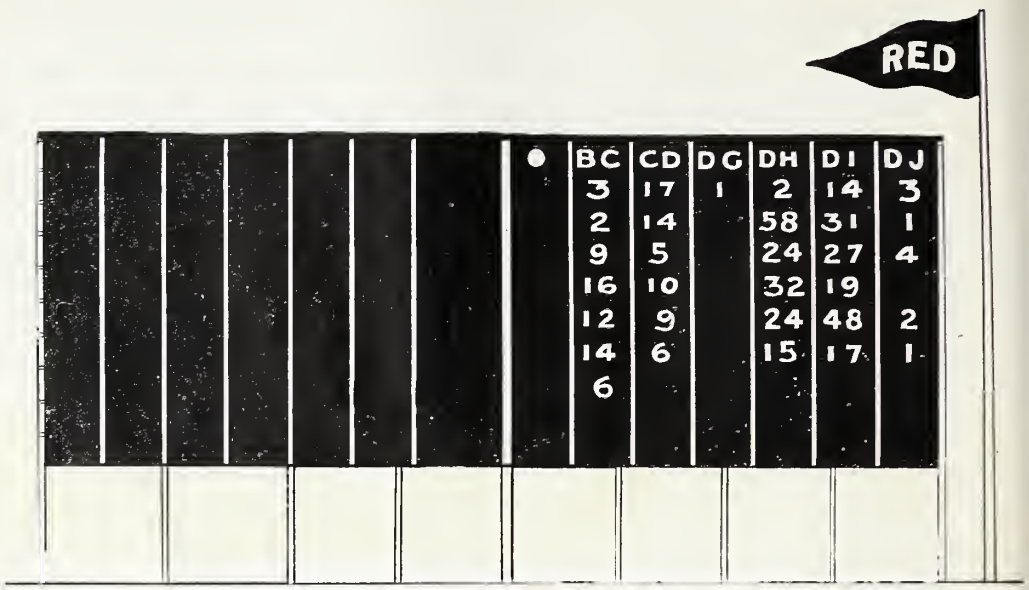


FIG. 2

not completed the first lap. The triangle at the head of the next column indicates an hourly altitude event and the column headed BC shows that aviators Nos. 3, 7, 8 and 11 are in the air competing for the hourly altitude prize. The lower part of the board reads as follows: In the first hourly distance event, aviator No. 5 wins with 20 laps or 31.07 miles; aviator No. 1 is second with 17 laps or 26.41 miles and aviator No. 12 is third with 16 laps or 24.85 miles. In the first hourly altitude event the results are as follows: Aviator No. 10 first with an altitude of 4,270 feet, aviator No. 15 second, with 3,910 feet, and aviator No. 14 third with 3,120 feet.

Figure No. 2 indicates that in the Gordon-Bennett elimination event aviator No. 3 has made 17 laps or 52.82 miles in 1 hour, 2 minutes, 14 3-5 seconds; aviator No. 2, 14 laps or 43.49 miles in 58 minutes, 31 1-5 seconds; aviator No. 9, 5 laps or 15.53 miles in 24 minutes, 27 4-5 seconds; aviator No. 16, 10 laps or 31.07 miles in 32 minutes, 19 seconds; aviator No. 12, 9 laps or 27.96 miles in 24 minutes, 48 2-5 seconds; aviator No. 14, 6 laps or 18.64 miles in 15 minutes, 17 1-5 seconds and aviator No. 6 has started but not completed his first lap.

Table No. 1 on page 36 gives the distance in kilometers and miles for any number of laps from 1 to 20 on the 2,500 meter course and table No. 2 on page 36 the same data for the 5,000 meter course; table No. 3 on page 36 shows the speed in miles per hour for one lap made in the tabular time.

To find the speed at which an aviator is traveling when the time of making one lap is not given in the table, take the time of one lap by a stop watch and reduce the seconds and fractions thereof to the decimal part of a minute; add this to the number of minutes and divide 93 by the result. The quotient will be the speed in miles per hour on the 2,500 meter course. The quotient arising from dividing 186 by the time of one lap expressed in minutes and decimals thereof will give the speed in miles per hour on the 5,000 meter course.

For example, suppose an aviator makes one lap on the 2,500 meter course in 1 minute, 52 3-5 seconds, at what rate of speed is he traveling? One minute, fifty-two and three-fifth seconds is equal to 1.88 minutes and dividing 93 by 1.88 the result is 49.47 miles per hour. If an aviator on the 5,000 meter course makes a lap in 4 minutes, 15 seconds, or 4.25 minutes, his speed in miles per hour will be 186 divided by 4.25 or 43.76 miles per hour.

PENNANTS



NO FLIGHT



FLIGHT PROBABLE



FORMS



HOURLY DISTANCE



HOURLY ALTITUDE



GORDON-BENNETT CUP



GORDON-BENNETT ELIMINATION



CROSS-COUNTRY



GRAND SPEED



STATUE OF LIBERTY FLIGHT



PASSENGER CARRYING



CROSS-COUNTRY PASSENGER CARRYING



GRAND ALTITUDE



SCIENTIFIC AMERICAN CUP



MICHELIN TROPHY

LIST OF AVIATORS

Number	Aviator's Name
1	AUBRUN
2	AUDEMARS
3	BALDWIN
4	[illegible]
5	[illegible]
6	[illegible]
7	[illegible]
8	ELY
9	GARROS
10	GRAHAME-WHITE
11	HAMILTON
12	HARKNESS
13	HARMON
14	HOXSEY
15	JOHNSTONE
16	LATHAM
17	LEBLANC
18	McARDLE
19	McCURDY
20	MARS
21	MOISANT
22	OGILVIE
23	RADLEY
24	SIMON
25	SHRIVER
26	TURPIN
27	WILLARD
28	[illegible]

GENERAL CODE OF SIGNALS

Code	Translation
A B	General Code.
B C	Aviator's number.
C D	Number of laps.
C K	Altitude in multiple of ten feet.
D E	Time of best four laps in hourly speed contest.
D F	Total elapsed time.
D G	Hours.
DH	Minutes.
D I	Seconds.
D J	Fifths of seconds.
E F	Record broken.
F G	False start.
G H	Machine touched ground.
H I	Machine touched pylon.
I K	Machine off course.
K L	Wind a little too strong.
KM	Wind less than five miles per hour.
KN	Wind from 5 to 10 miles per hour.
KO	Wind from 10 to 15 miles per hour.
K P	Wind from 15 to 20 miles per hour.
K Q	Wind from 20 to 25 miles per hour.
K R	Wind 25 miles and over per hour.
R A	Result of first hourly altitude contest.
R B	Result of Gordon-Bennett Cup Contest.
R C	Result of cross-country.
R D	Result of first hourly distance.
R E	Result of Gordon-Bennett Elimination.
R F	Result of second hourly distance.
R G	Result of grand altitude.
R H	Result of second hourly altitude contest.
R K	Result of fastest flight, 10 kilometers.
R L	Result of Michelin Cup.
R P	Result of cross-country, passenger-carrying contest.
R Q	Result of passenger carrying.
R S	Result of grand speed contest.
R T	Result of Statue of Liberty flight.
S A	One passenger aboard.
S B	Two passengers aboard.
S C	Three passengers aboard.
S D	Four or more passengers aboard.
TK TL TM TN	Reserved for Aviation Committee.
XX	Annuls previous signal.

TABLE NO. 1

DISTANCE IN KILOMETERS AND MILES FOR LAPS ON THE 2500-METER COURSE

Laps	Kilometers	Miles	Laps	Kilometers	Miles
1	2.50	1.55	11	27.50	17.09
2	5.00	3.11	12	30.00	18.64
3	7.50	4.66	13	32.50	20.19
4	10.00	6.21	14	35.00	21.75
5	12.50	7.77	15	37.50	23.30
6	15.00	9.32	16	40.00	24.85
7	17.50	10.87	17	42.50	26.41
8	20.00	12.43	18	45.00	27.96
9	22.50	13.98	19	47.50	29.51
10	25.00	15.53	20	50.00	31.07

TABLE NO. 2

DISTANCE IN KILOMETERS AND MILES FOR LAPS ON THE 5000-METER COURSE

Laps	Kilometers	Miles	Laps	Kilometers	Miles
1	5.00	3.11	11	55.00	34.17
2	10.00	6.21	12	60.00	37.28
3	15.00	9.32	13	65.00	40.39
4	20.00	12.43	14	70.00	43.49
5	25.00	15.53	15	75.00	46.60
6	30.00	18.64	16	80.00	49.71
7	35.00	21.75	17	85.00	52.82
8	40 00	24.85	18	90.00	55.92
9	45.00	27.96	19	95.00	59.03
10	50.00	31.07	20	100.00	62.14

TABLE NO. 3

One Lap on 2500-Meter Course in	Speed in Miles Per Hour	One Lap on 5000-Meter Course in
1 minute, 15 seconds	74.4	2 minutes, 30 seconds
1 minute, 30 seconds	62.0	3 minutes, 00 seconds
1 minute, 45 seconds	53.1	3 minutes, 30 seconds
2 minutes, 00 seconds	46.5	4 minutes, 00 seconds
2 minutes, 15 seconds	41.3	4 minutes, 30 seconds
2 minutes, 30 seconds	37.2	5 minutes, 00 seconds
2 minutes, 45 seconds	33.8	5 minutes, 30 seconds
3 minutes, 00 seconds	31.0	6 minutes, 00 seconds
3 minutes, 15 seconds	28.6	6 minutes, 30 seconds
3 minutes, 30 seconds	26.6	7 minutes, 00 seconds

LIST OF EVENTS AND PRIZES

GORDON-BENNETT INTERNATIONAL AVIATION CUP

PRIZE $5,000 to the winning aviator, and the Gordon-Bennett Trophy to the recognized club of the country represented by him.

This event is won by the aviator who makes 100 kilometers in the best time. The cup is held at present by the Aero Club of America, having been won by Mr. Glenn H. Curtiss on August 28, 1909, in the contest which was held under the auspices of the Aero Club of France, in the Province of Champagne, near the city of Rheims. The Aero Club of France and the Aero Club of Great Britain have challenged the Aero Club of America for its possession.

GORDON-BENNETT ELIMINATION RACE

PRIZE $2,500.

First, $1,200. Second, $800.

Third, $500.

This contest is for the purpose of selecting three representatives of the Aero Club of America to defend the Gordon-Bennett International Aviation Cup, in the contest to be held on October 29th, distance 100 kilometers.

HOURLY DISTANCE

PRIZE, $4,800—12 HOURS.

Each hour: First, $250.

Second, $100. Third, $50.

The distance prize will be awarded to the three aviators covering the greatest distance during the hour designated for this contest. Entire laps only will be counted for distance.

HOURLY ALTITUDE

PRIZE, $4,800—12 HOURS.

Each hour: First, $250.

Second, $100. Third, $50.

The hourly altitude prize will be awarded to the three aviators reaching the highest altitudes during the hour designated.

DAILY TOTALIZATION OF DURATION

PRIZE, $5,950—7 DAYS.

Each day: First, $500.

Second, $250. Third, $100.

This prize will be awarded in the above order daily to the three aviators who remain in the air the greatest period of time, to be determined by adding together the time of all of the flights (distance or altitude) in the hourly events, made during the day.

FASTEST FLIGHT TEN KILOMETERS

PRIZE, $3,000.

First, $1,500. Second, $1,000.

Third, $500.

This prize will be awarded, in the above order, to the aviators who, during the course of the meeting, shall make the fastest time for any four consecutive laps of the 2,500 meter course, during the hours assigned for the hourly distance contests.

GRAND ALTITUDE PRIZE

PRIZE, $3,750.

First, $2,000. Second, $1,000.
Third, $500. Fourth, $250.

This prize will be awarded, in the above order, to the aviators who shall, during the hourly contests for altitude throughout the meeting or during the special periods assigned to this event, attain the highest altitude. An additional prize of $1,000 will be added to the first prize if the winning effort exceeds the world's record at the time of the event.

AERO CLUB OF AMERICA ALTITUDE PRIZE

PRIZE, $5,000.

A prize of $5,000 donated by a member of the Aero Club of America, to be known as Aero Club of America Altitude Prize, will be added to the prize given the winner of the Grand Altitude Prize, provided an altitude of 10,000 feet is reached or exceeded by him.

GRAND SPEED PRIZE

PRIZE, $4,500.

First, $3,000. Second, $1,000.
Third, $500.

This event is to be contested for by trial heats. The winners of each heat will qualify for the semi-finals and finals. Distance 25 kilometers.

CROSS COUNTRY FLIGHT

PRIZE, $3,400—4 DAYS.

Each day: First, $500.

Second, $250. Third, $100.

This prize is offered for a flight from the starting point on the course around a given mark outside of the course and return. The position of the mark outside of the course will be announced each day in which the event occurs.

CROSS COUNTRY PASSENGER CARRYING

PRIZE, $2,000.

This prize will be awarded the aviator who, during the time prescribed for this event, shall carry a passenger from the starting point around a given mark outside of the course and return in the best time.

PASSENGER CARRYING

PRIZE, $1,600.

First, $1,000. Second, $400.
Third, $200.

This prize will be awarded the aviators, in the above order, who during the prescribed time, shall carry the greatest weight of passengers twice around the course of 2,500 meters.

STATUE OF LIBERTY FLIGHT

PRIZE, $10,000.

This prize has been donated by Mr. Thomas Fortune Ryan to be awarded the aviator who shall make the best elapsed time in a flight from the starting line at Belmont Park, around the Statue of Liberty, and return to the starting line. This pirze is open to the aviators who shall have remained in the air, in one continuous flight, an hour or more during previous contests in the International Aviation Tournament. The contestants can start any time between 2.45 p.m. and 3.30 p.m. and the flights must be completed by 5.30 the same afternoon.

TOTALIZATION OF DURATION PRIZE

PRIZE, $6,000.

First, $3,000. Second, $1,500.

Third, $1,000. Fourth, $500.

This prize will be awarded, in the above order, to the aviators who shall have remained the greatest period of time in the air during the meeting, as determined by adding the time credited to each aviator under the daily totalization of duration.

TOTALIZATION OF DISTANCE PRIZE

PRIZE, $3,000.

First, $1,500. Second, $1,000.

Third, $500.

This prize will be awarded, in the above order, to the aviators covering the greatest distance, as determined by adding the distances covered by each in the hourly contests for distance throughout the meeting.

MICHELIN TROPHY

During the meeting an opportunity will be offered the aviators who are members of the Aero Club of America to compete for the Michelin Trophy, which will be awarded the aviator who during the year 1910 shall have made the longest flight in a closed circle without touching the ground. The best performance made so far for this year is that of Emile Aubrun who, at Bordeaux, on the 16th of September, covered 195.6 miles. The money value of the Michelin Trophy is 20,000 francs (about $4,000).

THE *SCIENTIFIC AMERICAN* FLYING MACHINE TROPHY

This trophy, offered by the *Scientific American*, is open to annual competition under the rules and regulations of the Aero Club of America. In order to win the trophy the contestant must, after having entered for the trophy, make the longest cross country flight during the year 1910. Mr. Glenn H. Curtiss has made one flight of record in this year's competition for the trophy, of 65.625 miles, from Albany to Poughkeepsie, N.Y. In order to win the trophy it is consequently necessary to exceed the above distance.

AMATEUR PRIZE

A silver cup of the value of $1,000 will be given to the amateur aviator whose total duration of flights during the meeting shall be the greatest. In order to win the cup the aviator shall remain in the air during the meeting a minimum of five hours.

PRIZE FOR MECHANICS

The Committee reserves the sum of $1,000 to be distributed among the mechanics of the aviators as a recognition of their services. The conditions governing this distribution will be determined by the aviation committee.

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BOLTS ARE sure—air escapes. Use equipment that stays on whether the tire is filled or flat.

WHEN YOU buy a car you examine the engine, the steering apparatus, the style of the body, even the color, but very likely take any tire offered.

YET NO car is stronger than its tires. They determine the pleasure, the convenience, the speed, and, most of all, the safety you can count on.

ONE EQUIPMENT ONLY

FISK *Quality* REMOVABLE RIM

and the

FISK BOLTED-ON TIRE

Is Absolutely Safe

AND THEN—The Fisk Rim is in every way practical. There are no stay-bolts to bother; no parts to stick; no excessive weight; no special tools and the tire cannot blow off.

IT IS a simple, satisfactory rim which even novices change without delay; one which for three years has justified every claim made for it.

THE FISK RUBBER COMPANY

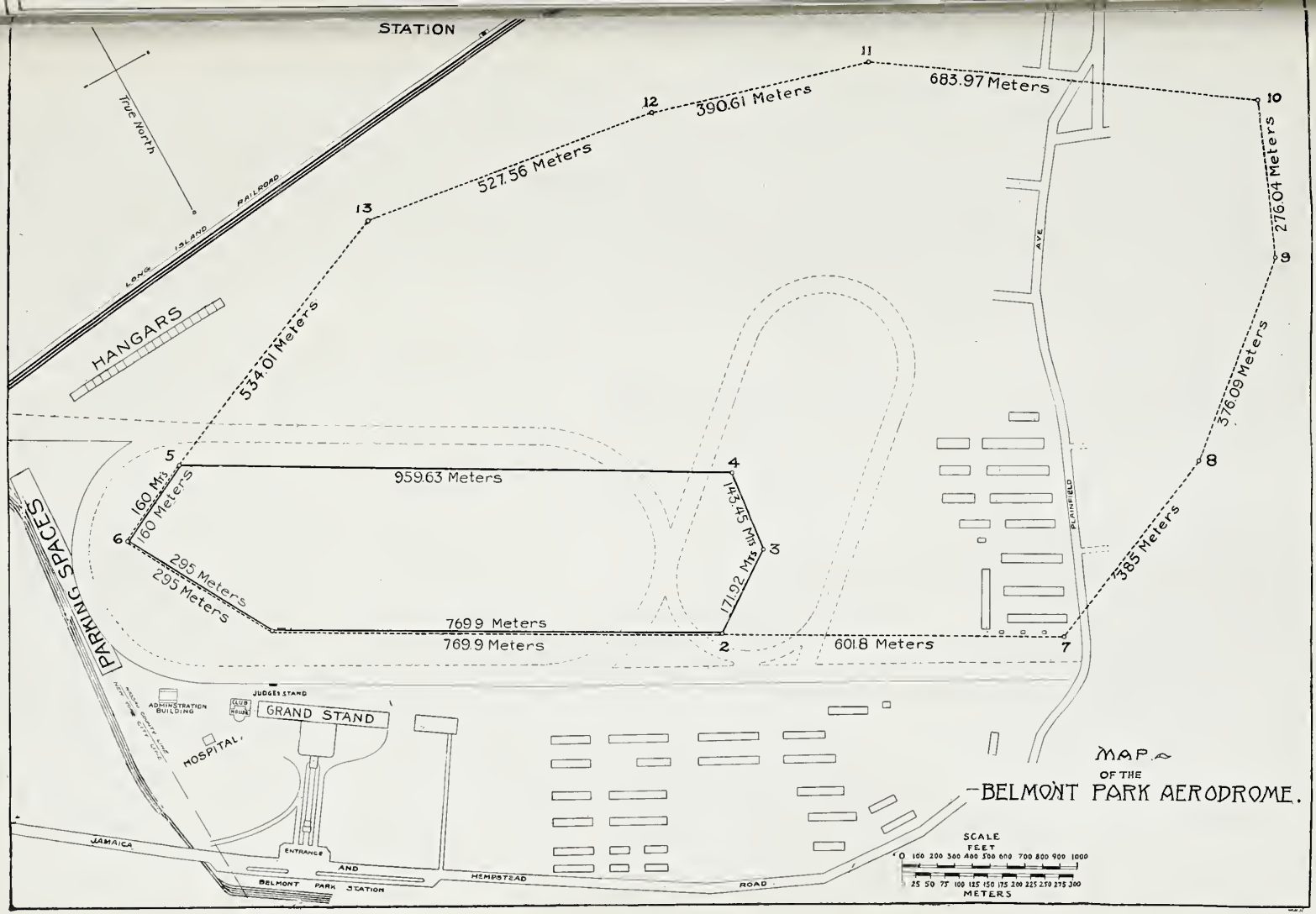
CHICOPEE FALLS, MASS.

Twenty Branch Houses

FISK TIRES

All Types

Bolted-On
Clincher
Q. D. Clincher
Fisk-Dunlop



MAP OF THE BELMONT PARK AERODROME.

GENERAL INFORMATION

OFFICES, TELEGRAPH AND TELEPHONE STATIONS AND ROUTES OF TRAVEL

The offices of the Aero Corporation, Limited, are located in the Fifth Avenue Building, New York City, telephone Gramercy 2516; the offices of the Arrangement and Aviation Committees on the ground are in the Administration Building, telephone Jamaica 900. A telegraph office, and local and long distance telephone pay stations are located under the Grand Stand. The Emergency Field Hospital is situated just south of the west wing of the Grand Stand.

The Aerodrome at Belmont Park can be reached by train direct from the Thirty-fourth Street Station of the Pennsylvania Railroad in Manhattan, and the Flatbush Avenue Station of the Long Island Railroad in Brooklyn, or by trains of the Long Island Railroad to Jamaica and by trolley from Jamaica to Belmont Park.

The Park can be reached from Manhattan or Brooklyn by motor cars, using the following automobile routes, description of which has been furnished through the courtesy of the Automobile Club of America.

ROUTE A.

VIA QUEENSBORO BRIDGE AND JAMAICA.

0.0 Eastern end of bridge turn right into Crescent Street. 0.3 Turn sharp left at Court House, cross Jackson Avenue; bear left on Thompson Avenue over viaduct. 2.9 Take right fork. 4.3 Bear left on Hoffman Boulevard. 7.9 Turn sharp left, pass garage (on left); follow Hillside Avenue. 9.0 Pass Peace monument; straight on Hillside Avenue. 11.5 Turn sharp right on Queens Road. 12.3 Turn sharp left. At intersection of trolley, Jericho Turnpike and Jamaica-Hempstead Turnpike, take right fork; follow on Jamaica Turnpike to Grand Stand.

ROUTE B.

VIA WILLIAMSBURG BRIDGE, BUSHWICK AVENUE AND JAMAICA.

0.0 Brooklyn plaza of Williamsburg Bridge, straight on Broadway, under elevated road. 2.1 Kosciusko Street, turn left. Go one block and turn right on to Bushwick Avenue. 3.6 Cross railroad. 4.1 Turn left on Jamaica Avenue. Straight on. 8.8 Turn left on to Hoffman Boulevard. Go one block. 9.0 Turn right on to Hillside Avenue. Follow Route A from Hillside Avenue.

ROUTE C.

VIA MANHATTAN BRIDGE, BUSHWICK AVENUE, JAMAICA AVENUE AND HILLSIDE AVENUE.

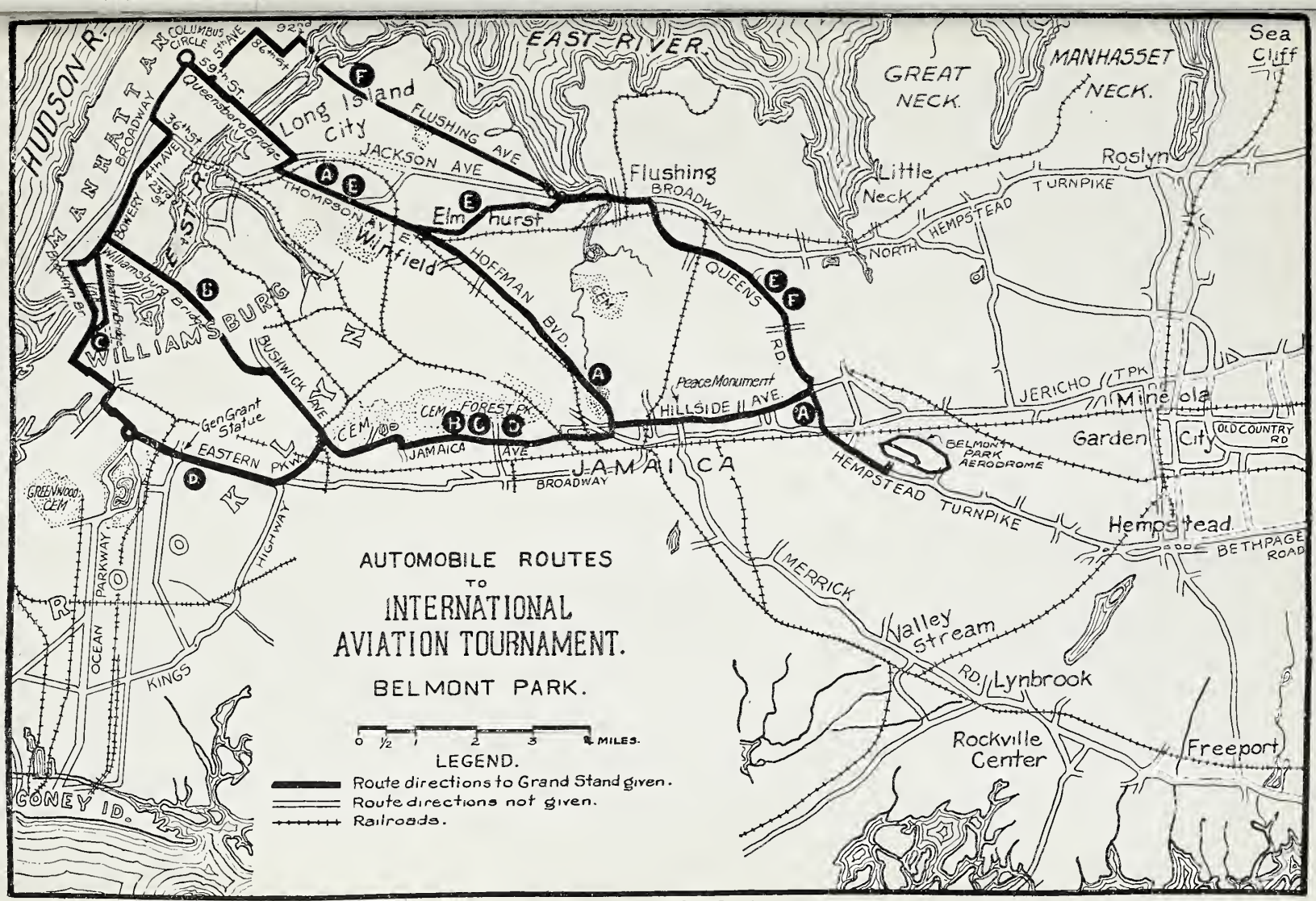
0.0 Eastern end of bridge, turn sharp right on to Nassau Street, and follow same to intersection of Liberty and Fulton Streets. Cross under "L" road and follow Route D from Clinton Street to Grand Stand.

ROUTE D.

VIA BROOKLYN BRIDGE, EASTERN PARKWAY AND JAMAICA.

0.0 Eastern end of bridge. Cross bridge plaza into Liberty Street. (Cobblestones, no street cars). 0.2 Cross Fulton Street under "L" road into Clinton Street. 0.7 Cross Atlantic Avenue. 0.8 Turn left into Pacific Street, run one block, cross Court Street diagonally to left, straight on Pacific Street. 1.8 Cross Fourth Avenue. 1.9 Turn right on Flatbush Avenue, follow trolley. 2.5 Turn right into Plaza Street, curve left around Plaza Park, turn left across Plaza. 2.8 Into Eastern Parkway. 3.5 Pass Slocum Statue and Bedford Avenue. 5.2 Bear left across trolley. 5.5 Cross trolley. 5.9 Cross trolley. 6.2 Bear left under "L" road; cross trolley and Fulton Street. 6.5 Cross trolley and go under "L" road. 6.6 Cross railroad with gates; go one block, turn right into Bushwick Avenue. 7.0 Turn left into Jamaica Avenue and follow trolley. 10.9 Cross railroad. 11.9 Turn left on Hoffman Boulevard, run one block, turn right into Hillside Avenue. Follow Route A from Hillside Avenue to Grand Stand.

(Continued on page 55)



Compiled from Data furnished by courtesy of THE AUTOMOBILE CLUB OF AMERICA.

THE AGE OF AIR

TO fly has been man's dream through the ages.

Myths of all races tell of winged gods and flying men. Babylonian lore reveals how Etana, on an eagle, flew to the Sun God, up to the Sky of the Planets. There is the flight of the mythical Greek priest, Abaris, on a magic arrow; and the Germanic legend of Wieland the Smith who made a "wing-dress" in which he "rose and descended against the wind." Bladud, king of ancient Britain, adopted wings, only to fall and break his neck. The lore of China and Japan is full of flying men. A giant gull told Ayatac, a Kriss Indian, the secret of how to fly, with the warning: "Do not break the bones of my wings," but "Ayatac's strength failed and his bird became paralyzed." A Peruvian myth relates that Ayar Utso, a chieftain, grew wings, and visited the Sun. Kibago, the flying warrior of Nakivingi, African king of Wanyoro, was sent aloft to "scout the enemy" and "from the air, hurled rocks on their enemies." Polynesia and New Zealand have their curious legends of flight.

All this grips the fancy, now that flying has become only the sorcery of engineering. Yet for centuries, science beheld the flight of living things without once giving a clew to how it could be done. But later legends did. These anticipated the achievement of to-day. There is a breath of the Twentieth Century in the Kalmuck fairy tale about a "wonder-bird," with a body like a boat, which held a man, who steered the machine up or down or sideways. This is the first monoplane. Men read the legends and began making machines. Sir George Cayley, in 1843, wrote that in 1810, English inventors of flying machines glided from high hills, for great distances in calm weather. These pioneer aeroplanes balanced their sides by a two-faced angle, and by carrying the man low in the center of gravity. The fore and aft balance was kept by a movable horizontal and vertical rudder. But the secret of flying was not discovered; the inventors were discredited and their work was forgotten.

Hope of flying was revived forty years ago, when Herr Wilhelm Kress, of Vienna, devised models driven by twisted rubber. He flew them in the wind. Then he set about making a man-carrying aeroplane; but the motor was twice as heavy as he asked for. His funds gave out and his dream ended. But the same ambition possessed the French experimenters Tatin, Penaud and Ader, between 1870 and 1873. Penaud's small rubber-driven models flew for short distances. Tatin built larger models, one being driven by compressed air, but held by a string to a pole, flew only in a circle. With a still heavier machine, he achieved a flight of 200 yards, without balancing. Lawrence Hargrave, of Sydney, Australia, made the first models that flew freely over considerable distances. They were driven by compressed air and steam. During these experiments, he invented the famous box-kite, which afterward played its part in the French Voison machine. All these earlier devices flew, but failed to balance. The secret remained with the bird.

Sir Hiram Maxim, in 1893, undertook the first bold attempt to conquer the air, by building a massive machine that was to carry three men. It weighed four tons and had supporting planes of 4,000 square feet. A steam engine of 363 H.P. drove two screws, 17 feet and 10 inches in diameter. At a speed of 36 miles an hour, it launched from steel rails and was sustained by the air; but the lifting effort was so great that the rear axle trees were doubled up. When steam was shut off, the huge machine dropped to the ground and was broken into fragments. Maxim's machine was too large for its time. Men did not yet know how to manage aeroplanes. But his work pointed the way. In 1896, Professor Samuel P. Langley, Secretary of the Smithsonian Institution, aided by Charles M. Manley of New York, went farthest in working out automatic balance, for large and heavy models, propelled by steam and gasolene. To maintain their balance, he used, for the first time, a flexibly connected tail, invented by A. M. Herring, of New York. On October 7th and December 8th, 1903, these models kept in the air until their fuel was exhausted, and they settled on the ground, without damage. The model, driven by gasolene, was so well

balanced that it kept its equilibrium in a wind of 11 miles an hour, more than many aviators are able to do. Professor Langley is now recognized as the first experimenter to obtain accurate engineering data on the lifting power of aeroplanes. But man, himself, had not yet flown.

Otto Lilienthal, a German engineer of great talent, in 1895, built a single spread of wings, with which he made the first practical gliding flights in the wind. He proved that a skilful flyer could balance a machine, by his own efforts. This is the method by which present aeroplanes are controlled. Still, if it had not been for birds, bats and insects, the mind would hardly have solved the secret of real flight. The naturalist, Morey, had analysed all phases of wing's motion, shown by instantaneous photography. But Morey was not able to explain bird-flight, from an engineer's point of view. Lilienthal, the engineer, gave the first clear engineering explanation of the bird's art. This helped him to discover the first importance of an aeroplane's profile line. His many experiments in the laboratory went far toward pointing out the efficient angle of flying surfaces. Before he met his death, in one of his gliding experiments, he had designed a two-surface machine.

In 1896, Octave Chanute, an engineer, assisted by A. M. Herring, experimented with the first, full-sized flying machines with two surfaces, the type of the present biplane. Chanute, being a builder of bridges, trussed two surfaces together, to obtain strength and stiffness. Later, he used the upright posts and diagonal ties, known as the "Pratt truss." Herring devised an elastic attachment for the tail. Over 700 glides were made with this machine, at descending angles of 8 to 10 degrees. This has become known to the world as the "Chanute type" of glider, which has been improved by the Wrights. They discarded the bird's tail as an appendage, placing a rudder in front, and devised a method of warping the wings to give equilibrium.

The only successful pioneers are the Brothers Wright. More practical in their ingenuity, more patient and more resolute—typical Yankees, they took up Lilienthal, and while realizing the value of his work, quickly found wherein he was wrong. They knew of the Chanute experiments with the gliders, and built a very similar machine. But they were not lured by the "siren" of automatic balance. They went after something less wonderful, but far more practical. Taking up gliding, no effort was wasted on developing automatic wonders; but disregarding promising achievements in that direction, they set out with great determination, to improve Lilienthal's and Chanute's control by the operator. They actually solved this problem of control with their glider long before an engine was mounted on it. This glider has a highly efficient carrying-power of wing-profile; it was staunch in construction, and perfect of control. It became a good flyer the moment power was applied. But they had already spent years in learning the present aviator's art of flying. It was very slow work, since there was no one to teach them. All later aviators have learned more or less from them.

Santos-Dumont, Farman, Bleriot and Delagrange were of the new flying school. They started with comparatively high-powered machines, with which they flew with less art than was required to keep a low-power Wright machine in the air. But these French machines were not efficiently developed, by training in gliding.

Their present perfection was attained, only after Wilbur Wright, during his flight in France, had shown the way, by his art, and his method of side control. This has been imitated more or less in all the other machines. The present Bleriot monoplane was never safe until after ailerons were used on the wing-tips. Out of this American evolution of the flying machine, has come the remarkable advance in flying, that the enthusiastic French have developed.

But aside from the wonderful speed produced by the monoplane, an American aeroplane driven by Glenn H. Curtiss, last year, at Rheims captured the speed trophy of the world. This victory brought the contest to these shores, where it may be proven whether a monoplane, driven at the terrific speed these machines are capable of achieving, can turn sharply enough around sudden corners of the course, to snatch victory from the more stable biplane, with its ampler surfaces. T. R. MacMechen.

It was the "Stand Up" Quality of the

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IN THE VANDERBILT RACE

During the entire 278 miles, a distance greater than from New York to Richmond

THEIR BONNETS WERE NOT LIFTED

They finished sixth and tenth and were running as perfectly at the finish as when they started. Nor were the cars lacking in speed. FLEMING made an average of 62¾ miles an hour for the entire race, going one lap at a speed of 69.26 miles an hour. DINGLEY made an average of 60 1/10 miles an hour for the entire race, going one lap at a speed of 69.16 miles an hour. Both were STOCK CARS, the exact duplicate of which we are showing at our salesrooms.

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YOU want perfect mechanism and a luxurious body in a town car. A BENZ insures both as no other car possibly can. A chassis built with the perfection of mechanical skill and painstaking attention to detail made possible only by European experience and conscientious German mechanics. A body designed and built by superior builders, especially to meet your ideas, and bearing the imprint of your own individuality in every convenience and detail.

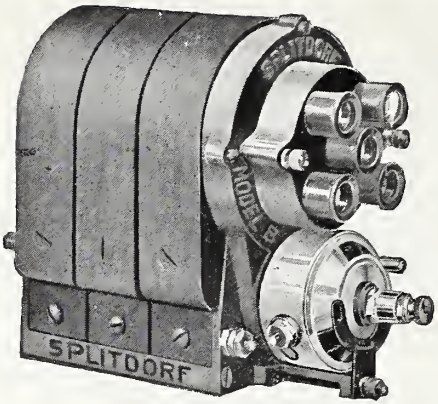
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5 tons and 7 tons capacity

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World's Record Broken

The Reo, equipped with a

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crosses the continent from New York to Frisco, 3554 miles, in 10 days, 15 hours, 13 minutes, lowering the best previous record 4 days, 11 hours.

When we consider the almost continuous running of the motor over mountains and the roughest kinds of roads and through rain and mud, this feat of the Reo stands out as

A Truly Wonderful Performance

the accomplishment of which speaks volumes for the Perfect Ignition which made it possible.

Think of the Ignition Device necessary to produce the millions of power-producing sparks unfailingly and almost continuously—night and day for more than 10 days!

In the face of such proof of Efficiency and Reliability why wait any longer to have your car equipped with a SPLITDORF Magneto?

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SEE THE

Mea Bell Shaped Magneto

At Stand 26—Belmont Park, *during this Aviation Meet*

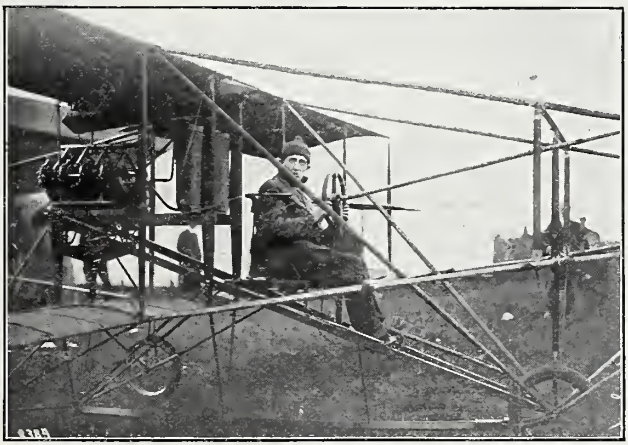
Mea Magneto is the sole and standard high tension equipment of the
WRIGHT AEROPLANES
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The *Mea Magneto* was used on Benz Car which holds the World's Hill Climb Record made at Gaillon, France.

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He Uses GOODYEAR TIRES

THE GOODYEAR RUBBER TIRE CO. OF N. Y.
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Winning Motors the World Over are Lubricated with Mobiloil

Aviators who use MOBILOIL:

BALDWIN	FRISBIE	ROE
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MOBILOIL also is used by the most famous Aeroplane and Aeroplane Engine Builders:

Antoinette	Voisin Freres
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Are You Using the Right Oil on Your Car?

The most important thing left entirely to the judgment of the owner in the operation of his automobile or aeroplane is the selection of a lubricant. Is it not significant that aviators generally, in this country and Europe, use MOBILOIL on their motors exclusively?

WARNING—To prevent substitution of inferior oils, see that cans are sealed.

VACUUM OIL COMPANY,

ROCHESTER, U. S. A.

WHAT CAUSED A HALT IN HAMILTON'S FLIGHT

Curtiss Finds the Quality of Oil Supplied in Philadelphia Forced the Flier to Descend.

SOME PROBLEMS SOLVED

Moot Points In Aviation Cleared Up and Aerial Travel Thus Made Less Hazardous.

Glenn H. Curtiss, who was a mak[er] of bicycle engines before he wa[s] an [a]viator, looked over Charles K. Ha[m]ilton's aeroplane yesterday and found [t]hat the flying m[a]n had been swinging [a]t the wrong [e]nd of the machine.

them had worn almost through. Had it worn all the way it would have released one aileron from the flyer's flexible seat, and would have made it impossible ever to regain a level keel once a sidewise wind had started the planes gliding off on a slant.

The answer Curtiss found again when he landed at Governors Island was that his oil tank had rubbed against a brace on account of the engine's vibration, and had worn a hole in its side, thus dropping his oil gauge to "empty" when he still had a dozen miles to travel.

Hamilton's first accident, in which a propeller blade was snapped, occurred because engineers, planning a building on Governors Island, had driven a section of the aviation field full of surveyors' stakes. Only the night before he snapped a wire on one of these stakes, and in taking another chance of spinning safely through [t]he [l]ines he met a [d]isheartening [s]ight [i]n his [b]roken wire.

As to his second accident on the long flight, Hamilton's mechanic had seen the can of light oil that a Philadelphia concern had supplied instead of the brand ordered, and had refused to accept it. A TIMES representative promptly dispatched a fast automobile for a can of the proper brand. Ten minutes before the automobile was due to return light rain began to fall and storm clouds appeared in the west. Hamilton looked them over; he had set his heart on winning the round trip flight from New York and back, and realized that every minute counted. He wasn't willing to await fair weather and exactly the right oil, so he seized the can himself, filled his tank, and in a minute or two more was up in the air and off.

U[.] TOWN HONORS HAMILTON.

Mobiloil

A GRADE FOR EACH TYPE OF MOTOR

June 6, 1910.

Vacuum Oil Company, 29 Broadway, New York City

Dear Sirs:—I am pleased to report the success we have met with in the use of MOBILOIL in lubricating the engines in our aeroplanes, and to say that it maintained its reputation in my Albany-New York flight.

Very truly yours, GLENN H. CURTISS.

June 14, 1910.

Vacuum Oil Company, 29 Broadway, New York City

Gentlemen:—I wish to let you know that the oil which befouled my spark plugs was not your oil. I used MOBILOIL going to Philadelphia and had no trouble. Owing to misunderstanding, I was supplied there with some other oil, which caused the trouble resulting in my descent. Had I used MOBILOIL on my return flight, I should, undoubtedly, have made the trip home without a stop.

Very truly yours, CHAS. K. HAMILTON.

Motor Wearables *and* Accessories *at*
WANAMAKER'S

A New Section at the Automobile Entrance

IT is the motor that makes the world go round today—on land and water and in the air.

And somebody has to dress the men and women behind the motor.

We are going to do it, with the very best things that can be made for us by people who have had knowledge and experience.

The Frenchman who flies an aeroplane knows how helmets should be built and padded. The aviation helmets that we sell are modeled after his.

The Englishman who motors and golfs knows how coats must be cut—loose, for the swing of shoulders and arms; close-buttoned, to shut out wind; soft, light and warm in material. So we have brought his pet English coats to this new motor section.

And there are:

Men's Motor Coats
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Horns	Tires
Puttees	Tire-trunks

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Sweaters	Veils
Angora Jackets	

In a word — everything for the man, his wife, his chauffeur and his car, in the Motor Section, Main Floor, New Building.



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The MARMON

278 Miles in 256 Minutes

Second in the Vanderbilt Cup Race

25 Seconds Behind the Winner

But

THE WINNER	THE MARMON
53 H. P., Six Cylinders,	32 H. P., Four Cylinders,
Average Speed,	Average Speed,
65.2 Miles per Hour.	65.07 Miles per Hour.
Price, $6,000	*Price, $2,800*

This proves our contention that The MARMON is the best value ever offered to the public.

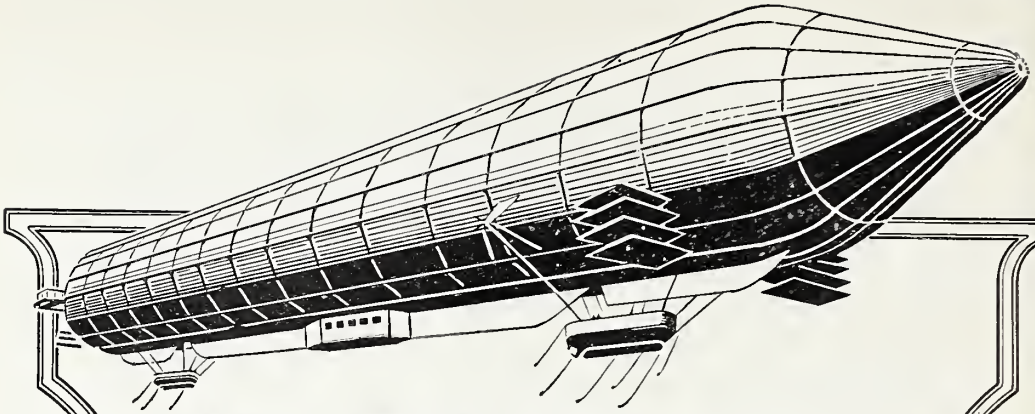
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FOUR and FIVE PASSENGER TOURING CARS
RUNABOUTS AND TOWN CARS

Immediate Deliveries on Our 1911 Models.

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ALL OVER THE WORLD

No matter *where* you wish to go—or *how* you wish to go—
Whether you have one week or three months or more leisure

THE HAMBURG-AMERICAN LINE

can arrange a tour or cruise for you or your party that will be satisfactory in arrangements as well as prices.

Our Airship Department is the pioneer and only one of its kind, and has already delighted hundreds of tourists.

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Cruise to the Orient: S. S. Cleveland leaving New York January 28, 1911. 80 days' duration, $325 up.

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Grand Cruise to South America: S. S. Bluecher, leaving New York January 21, 1911, duration 74 days, $350 up.

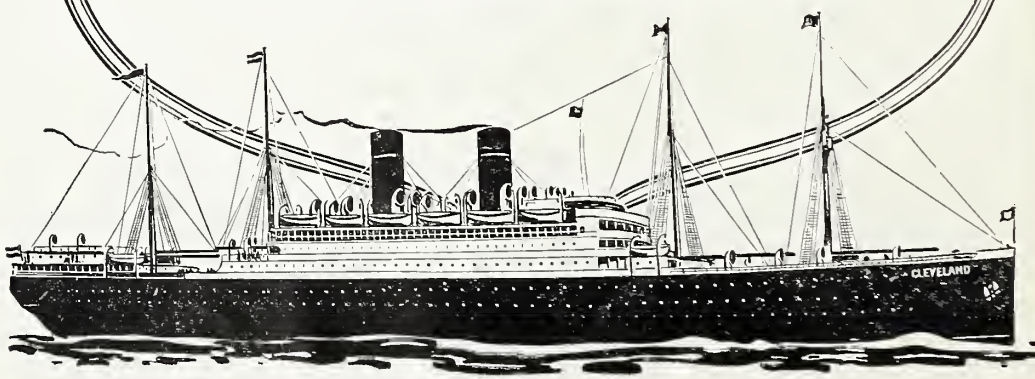
Around the World—2 Cruises: S. S. Cleveland, leaving New York (first cruise) November 1, 1911 and from San Francisco (second cruise) February 17, 1912, duration 3½ months, rates from $650 upward, including shore excursions.

Also other cruises and services to the West Indies, Mediterranean the Nile and Adriatic Sea. Write for illustrated booklets.

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GENERAL INFORMATION

(Continued from page 42)

ROUTE E.

Via Queensboro Bridge, Flushing and Queens Road.

0.0 Eastern end of Queensboro Bridge. Turn immediately right along Crescent Street. (If new causeway to Thompson is not finished). 0.3 Turn left, cross trolley over Pennsylvania Railroad viaduct. Follow Thompson Avenue. 2.9 Take left fork. 3.7 Turn left and cross trolley. Follow macadam. 5.8 Turn right and follow trolley to Flushing. Cross bridge and follow Broadway, Flushing. Pass depot on left 6.6. At 8.2 turn right across railroad tracks on Twenty-second Street. 9.2 Turn left, pass cemetery on the right. The road to the right goes to Jamaica. Continue around left side of cemetery on Queens Road. Pass Bloodgood Nurseries on right. 10.1 Take right fork, continue on Queens Road. 11.6 Cross Road. 12.2 Down grade. 12.9 Cross Hillside Avenue; continue straight on Queens Road. 13.6 Turn left. 13.7 Take right fork, Jamaica Turnpike to Grand Stand.

ROUTE F.

Via Ninety-second Street Ferry, Flushing and Queens Road.

0.0 Eastern side of Ferry. Straight on Flushing Avenue. Follow trolley, bear right with trolley. 0.6 Bear right with trolley. Straight on. 2.0 Pass cemetery on right. 2.6 Leave trolley; continue straight on. 3.0 Cross roads. 3.6 Cross trolley. 4.6 Meet and follow trolley. Straight on. 4.8 Pass Shell Road on right. Follow Route E from the Shell Road on Broadway.



Fireproof buildings; apartments of 8, 10 and 12 rooms and three baths; all conveniences; best possible construction; location finest in the city, with extensive views of the Hudson and the Drive; buildings face southwest, insuring an abundance of sun in Winter and cool breezes in Summer. Rents $1,800 to $3,000.

Riverside Drive, Nos. 120 & 125, North Corner 84th Street. W. R. & J. M. STEWART

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sold Twenty Millions of Dollars worth of Long Island Real Estate during the past five years.

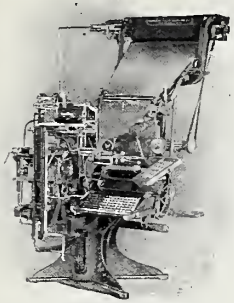
¶ We have resold for our customers at profits as high as five hundred per cent on money invested.

¶ Write us about your investment.

¶ Another specialty of ours is Country Estates on Long Island. We have several not generally offered for sale.

¶ Send for our map.

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"NEW YORK'S PLAYGROUND"

Because of the wide expanse of suitable land available and used and its nearness to New York City, this name has been applied to Long Island by those who find within its ocean and sound-bounded shores opportunities unequalled for the promotion and carrying-out of every form of sport. Long Island is the birthplace of practically all modern-day American sporting events, among which are the following:

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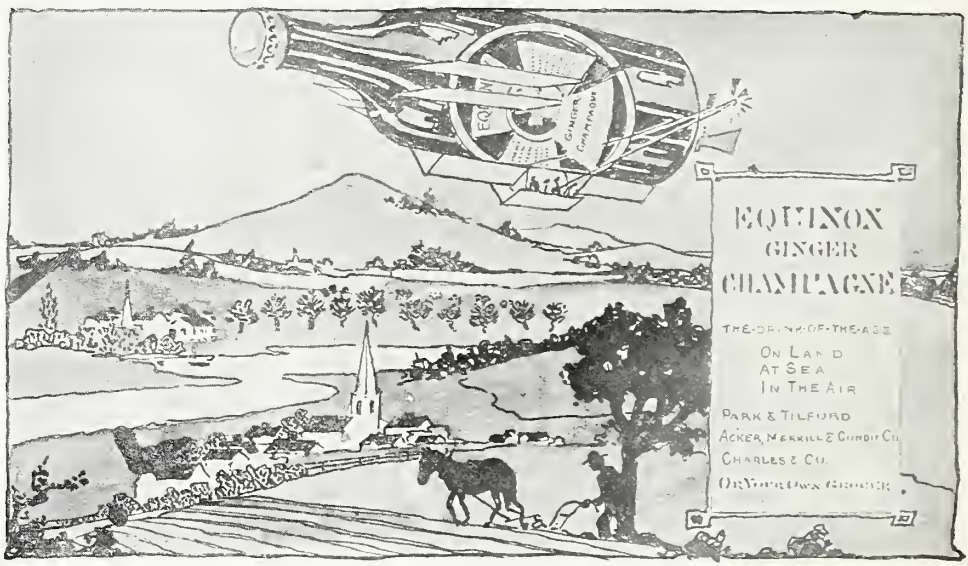
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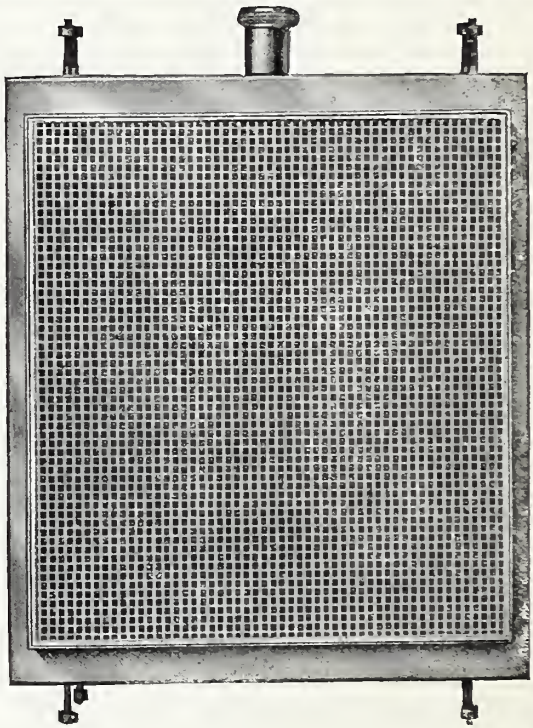
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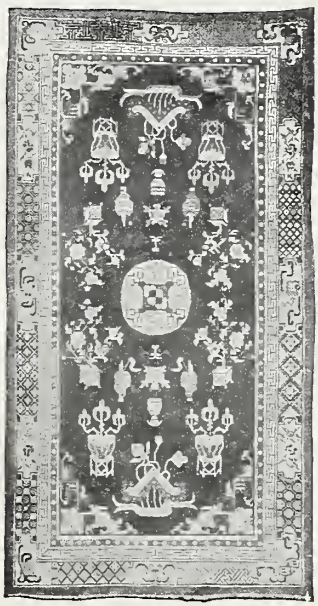
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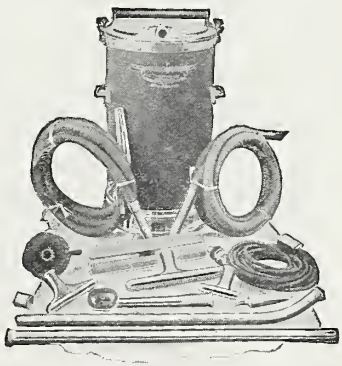
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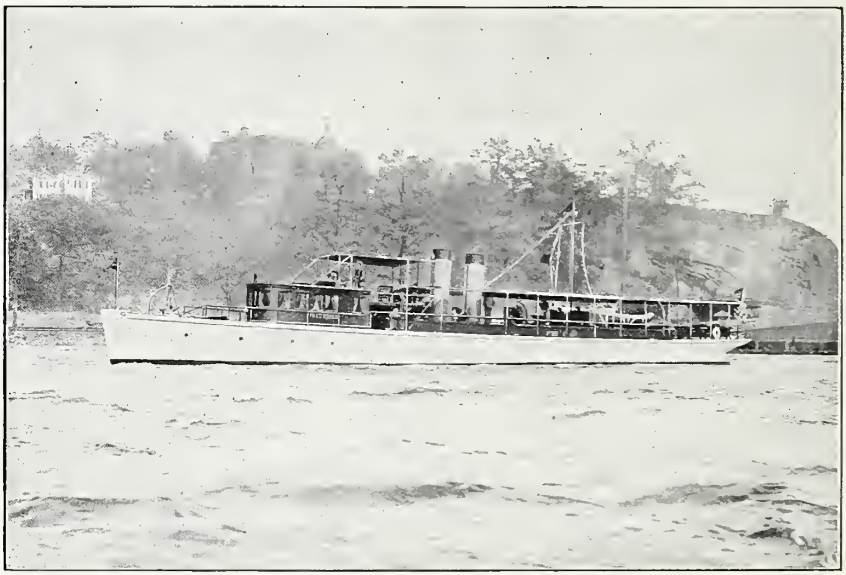
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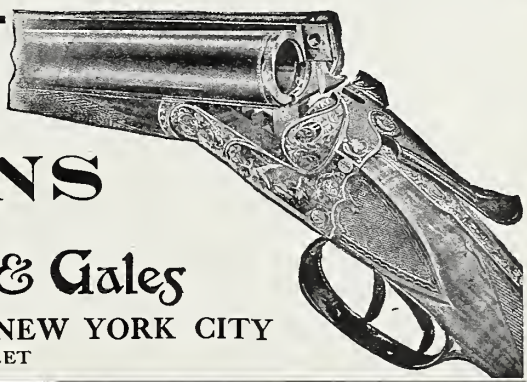
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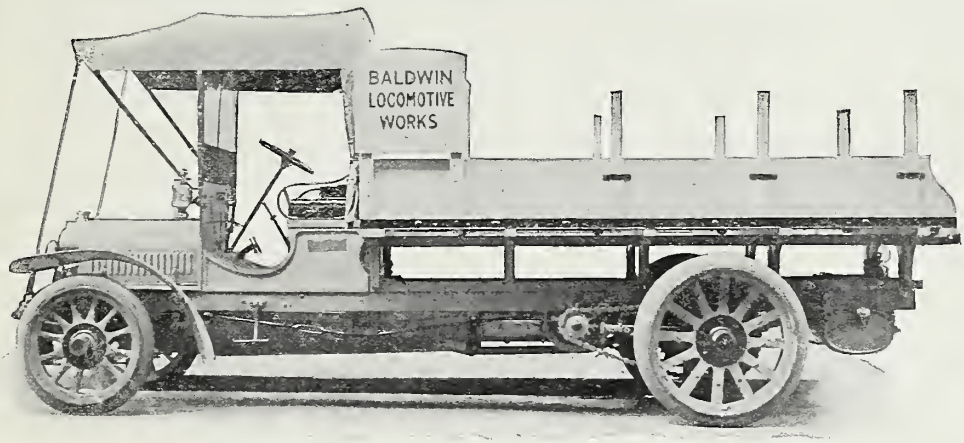
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